



Arlington Transportation Advisory Committee

Date: March 11, 2021.

To: Arlington Zoning Board of Appeal.

From: TAC Executive Committee.

Subject: Review of 1165R Mass Ave Apartments Traffic Impact Report.

Memorandum

At the request of the Department of Planning and Community Development, the TAC Executive Committee has reviewed the Traffic Impact Report (TIR) for the proposed 1165R Mass Ave Apartments development, dated July 6, 2020, the February 16, 2021 Beta review of that TIR, and other documents. The comments presented below have not been reviewed or approved by the full TAC membership.

- 1) The TAC Executive Committee concurs with the findings, comments, and recommendations of the Beta review except as noted below:
 - a) Under Existing Conditions on pages 8 and 9 of the TIR, please note that streets with no posted speed limit are regulated by the Town's default speed limit of 25 mph. Clarify the speed limit on Mass Ave in this area. Also note that the intersection of Mass Ave/Burton St. and Ryder St. has flashing beacon on northwest corner separating Ryder St. northbound from Mass Ave westbound.
 - b) Under Public Transportation on pages 11 and 12 of the TIR, please note the following temporary service cuts to buses scheduled to begin on March 14 and discuss any impact on mode share. There is no scheduling for restoring any of these service cuts. Route 67 will provide weekday service only between 6:00 AM and 9:30 AM and 3:00 PM and 7:30 PM; Route 77 will experience weekday, Saturday, and Sunday frequency decreases throughout the day; and Route 79 will be suspended for an indefinite period.
 - c) The signal warrant analysis for Mass Ave and Forest St/Burton Ave should also note that the crash rate at that intersection is only slightly below the MassDOT regional district and state averages for an unsignalized intersection.
 - d) The discussion of vehicle access on page 24 of the TIR should clarify if the roadway between building 2 and the Workbar and the bridge over Mill Brook are two-way or one-way.
 - e) There are two bike storage areas on the ground level garage. One of these areas can only be accessed through the garage. The proponent should consider modifying this to provide access from outside and to the building lobby without having to travel through the garage.
 - e)f) In addition to the measures referenced by Beta, the proponent should consider providing-including the following as part of the TDM program:
 - i) Subsidized MBTA passes.
 - ii) Unbundling the lease and parking cost to provide a reduced incentive to automobile ownership and driving.

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iii) Providing a continuous accessible sidewalk along the west driveway between the southwest corner of building 2 and Mass Ave, including shade trees to provide a comfortable walking experience.

iv) Funding a Road Safety Audit for the intersection of Forest St/Ryder St/Peirce St if the high crash rate is confirmed to be well above the district and state averages.

~~iii) Providing some open/green space and trees to promote walking, socializing, relaxing, etc. Currently, the site is primarily industrial with a great deal of pavement and other hard surfaces.~~

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2) In addition to the requests and comments above, the Executive Committee believes the answers to the following Beta comments are critically important:

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a) T13. In addition to the Mass Ave volume seeming low, the peak period peak directions of travel do not seem intuitive and appear to be inconsistent with the peak directions of travel on Forest St.

b) T20. Again, note planned reduction in bus service and discuss its potential effect on mode share.

c) T21-T24. The crash analysis should be updated as discussed by Beta. Consideration should be given to reviewing Arlington Police Department crash data for the same period.

d) T15-T18. The parking analysis should reflect the comments on mode share in comments 1) b) above and in T20 and T30.

e) T23. If the reevaluation of crashes at Forest St/Ryder St/Peirce St confirms the crash rate is almost three times the district average, the proponent should be asked to fund a Road Safety Audit, which is approved by MassDOT.

~~e)~~

e)f) T25. The text above indicates pedestrian activity peaked at 7 AM. This seems early given the later arrival of Ottoson students. Any suggestions for improvements to the intersection of Mass Ave, Appleton St, and Appleton Pl should be shared with the Town Department of Public Works and the Design Review Committee analyzing the intersection.

f)g) T29. Existing trip generation for the office space was based on 17,000 square feet. There is no explanation of what this square footage represents (the size of the existing buildings is not provided in the TIR). In addition to providing backup calculations for projecting trip generation, the calculation for existing trip generation from the office space should be based on the occupancy of that space when the traffic counts were conducted (February 2020). This comment also applies to the existing conditions parking analysis and future parking demand.

g)h) T30. Modify mode shares as recommended by Beta and discuss the effect on the traffic and parking analyses.

TAC Executive Committee:
Howard Muise, Chair.

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[Assessment Review](#).

Date: [March 11, 2021](#)~~November 20, 2020~~.

Jeff Maxtutis, Vice Chair.

Shoji Takahashi, Secretary.

Dan Amstutz, Senior Transportation Planner, DPCD.